

Montana and the Sky

Vol. 35, No. 1

MONTANA AERONAUTICS DIVISION

January 1984

WRITING CONTEST WINNERS ANNOUNCED

Montana state winners of the FAA writing contest "The Importance of Aviation in Our Society" have been announced. The winners and their categories are: Grades 10-12 — Paula Percy, Miles City; Grades 7-9 — Steven Rude, Plains; Grades 4-6 — Susan Davis, Great Falls. These winning entries have been forwarded to the FAA's Northwest Mountain Region office for regional competition. Regional winners will compete on the national level.

Judging for the Montana entries was done by the Montana Aeronautics Division's Aerospace Education Teacher Workshop directors at a meeting held in Helena in early December. Certificates of Merit were awarded by the Montana Aeronautics Division to all those students who entered the contest.

Paula Percy, Miles City, is a senior at Custer County High School. Paula comes from a family of aviators, being



Paula Percy

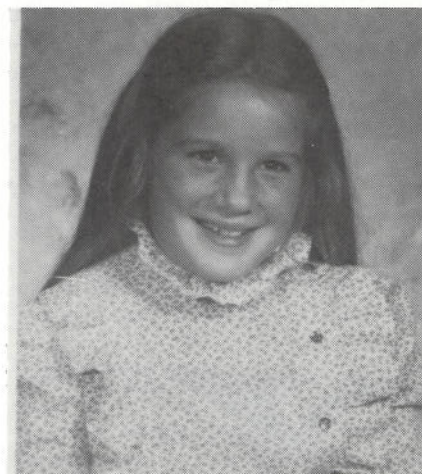
the daughter of Merrill Percy, Jr., who operates Sunday Creek Airpark and Percy Aviation, along with his father, Merrill Percy, Sr. Paula's interest in flying began while doing odd jobs at the family business. She spent evenings and weekends learning about flying and soloed in a Super Cub on December 12, 1982, when she was sixteen. She received her private pilot certificate on November 17, 1983, and plans to go on for a commercial certificate and instrument rating with the goal of becoming a flight instructor.

An air show piqued Steven Rude's interest in aviation. Steven, from Plains, does not come from a flying family, but his dad worked for a pilot and arranged for a couple of flights for Steven. He's liked airplanes since. Steven is in the ninth grade, and his hobbies include fishing, hunting, and tying flies. It's a little soon for him to

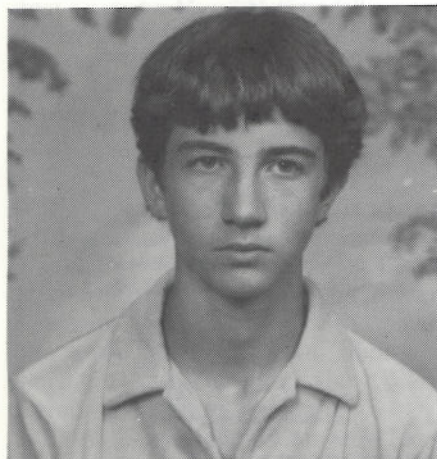
have very definite plans about his future, but he says he's been doing some thinking about becoming a pilot in the Air Force.

Susan Davis, age ten, is from Great Falls. Susan's father is a Master Sergeant in the U.S. Air Force, stationed at Malmstrom Air Force Base. Although there are no pilots in Susan's family, she has learned a lot about aviation through an aerospace unit in JoAnn Eisenzimer's fourth grade class at Loy Elementary School.

There were sixty entries in the writing contest and, according to the judges, choosing only three winners proved to be a difficult task. The Montana Aeronautics Division would like to congratulate the winners and thank all those Montana students who participated. The future of Montana aviation looks bright with so many young people already interested and involved.



Susan Davis



Steven Rude

Administrator's Column

Montana Aeronautics Board member Ted Mathis, who has been appointed by the Board to act as chairman of the first Montana Aviation Conference, has been working with me formulating plans. We are tentatively planning on holding the conference in Billings during the month of June. The exact dates will depend upon finalizing facility arrangements. In addition to items mentioned in our December newsletter, we are planning on offering a Flying Companion course. I'll keep you posted as we progress on finalizing the plans.

* * * * *

I was deeply saddened to learn of the death of Ralph Hoffman. Ralph was not only a good personal friend but a great pilot and always a gentleman whom I've respected and looked up to. Ralph was always ready to help out when needed to transport or fly in air searches for his fellow airmen. He was considered by his peers to be a highly skilled instrument pilot. He had flown over 16,000 hours total time. I have participated in several funeral fly-bys with Ralph, and it was an honor to be able to fly in the fly-by at his funeral. I know all of the participating pilots share my feelings. On behalf of the Montana Aeronautics Board, the Aeronautics Division, and all of Ralph's flying friends, I wish to express our sincere condolences to Ralph's wife Irene and his family.

State Phone Numbers Changed

Beginning December 5, the Montana Aeronautics Division's phone number was changed to 444-2506. This change was the result of a complete revision of the entire state phone system in Helena.

We would like to apologize to any pilots who were inconvenienced when Montana pilot flight plan calls were refused by Flight Service Stations for a short period of time in December. It seems our telephone credit card number was inadvertently dropped from the computer listing at the state communications center, and you know how difficult it can be to "talk" to a computer! The error has been corrected, however, and there should be no further problem.

Keep filing those flight plans!



Registration Allows Toll Free Calls

The Montana Aeronautics Division, with the intent of encouraging Montana pilots to file a flight plan, has provided a toll free method of filing flight plans with the Flight Service Stations in Montana. The same toll free method can be used for securing weather briefings.

All Montana pilots must, by law, be registered with the Montana Aeronautics Division. Upon registration, the pilot is issued a numbered pilot identification card. Pilots unable to file a flight plan by aircraft radio or at points in Montana where toll free phone lines are available may call the nearest Montana Flight Service Station collect to file or close a flight plan using the pilot identification number.

Again, it is our desire, in the interest of safety, for pilots to file flight plans and obtain good weather briefings from Flight Service Stations. Please, after the weather briefing, file a flight plan. The toll free number can also be used to close that flight plan if the pilot is unable to do so from the air by radio. Don't forget to file and close your flight plan!



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Pilot Dies from Crash Injuries



Ralph Hoffman

Ralph Hoffman, Billings, died on January 1 in Scenic General Hospital in Modesto, Calif., as a result of injuries sustained when his plane crashed during an early morning takeoff from the airport at Modesto on December 22. He was 72. Cause of the crash has not been fully determined, but engine failure is suspected.

Ralph was born in Fort Benton, raised and educated in the Ekalaka and Miles City areas. He served with the Army Corps of Engineers during World War II and returned to Montana in 1948 where he began Northwest Plating in Billings, which he operated until the time of his death.

He loved flying, having flown for the past 42 years. He participated in many Montana aviation activities and was a member of the American Bonanza Society.

Pallbearers for the funeral, held January 5, included: Bob Capser, Ken Hoen, George Sasich, Ralph Nelles, Jerry Cysewski, and Al Gore. Honorary pallbearers were Curt Luckcuck, Don Nash, Paul Cooper, Gerhart Blain, Mike Ferguson, and Alex Wetch. Participating in the fly-by over the gravesite were: Mike Ferguson, Dick Van Luchene, Ken Wendland, Gary Blain, Dennis Lynch, and Al Blain.

Ralph is survived by his wife Irene and several stepchildren and step-grandchildren.

AIRPORT LOAN PROGRAM IN PLACE

The new Montana airport loan program created by the 1983 legislature is now in place, and money is available for loans to Montana airports only to use as their required matching share on federal Airport Improvement Program projects being funded out of the Aviation Users Trust Fund which is administered by the Federal Aviation Administration.

The available state money, amounting to \$1.3 million, is made available through the sale of Long Range Building Program bonds which must be repaid along with the interest of 7¼%.

A community may apply to the Montana Aeronautics Division for a loan in an amount not to exceed their required share of the FAA approved project. The money, along with the 7¼% interest and an administrative fee amounting to 1% of the total amount borrowed, must be repaid over a period of up to ten years. All loans must first receive approval from the Montana Aeronautics Board.

Arrange A Companion Seminar

The Montana 99s are still available to do Flying Companion Seminars. The seminars, sponsored by the Montana Aeronautics Division and the 99s, familiarize non-pilots with flying basics in an effort to relieve some of the anxiety experienced in flight. Seminars have thus far been conducted in Glasgow, Bozeman, and Helena.

Anyone interested in making arrangements for a seminar should contact Patty Mitchell at the Montana Aeronautics Division office in Helena at 444-2506 or Lynne Kitto, 282-7438 in Amsterdam.

CALENDAR

Jan. 25 - 28 — MATA Convention, Holiday Inn West, Billings.

Feb. 28 - March 1 — Aircraft Mechanics Refresher Seminar, Coach House East, Helena.

March 2 - 4 — Winter Survival Clinic, Helena and Lincoln.

March 23 - 25 — Flight Instructor Refresher Clinic, Coach House East, Helena.

April 18 - 20 — Airports Conference, Billings.

June 1 - 3 — MPA Convention, Lewistown.

Sept. 21 - 23 — Mountain Search Pilot Clinic, Kalispell.

Sept. 22 — Jackpot Air Race. (Contact Patti Thompson in Great Falls at 452-8800.)



Survival Clinic Scheduled

The Montana Aeronautics Division will sponsor a Winter Survival Clinic on March 2, 3, and 4, 1984.

Designed to teach survival skills under adverse weather conditions, the clinic will begin with classroom sessions on Friday evening and Saturday morning in Helena and will then proceed to "in the field" training at the Lincoln Airport on Saturday afternoon. Participants will camp out at the airport Saturday evening in shelters of their own making for actual practice of survival techniques learned.

Detailed information concerning the clinic will be mailed to registered pilots in early February. Although participants in the field class will be chosen from those pilots applying, the classroom sessions will be open to the public and offer practical information in survival techniques for anyone traveling in winter, whether by plane or ground transportation.

You Can Solo at Any Age

Involvement in aviation can begin at any time, as demonstrated by solos this fall of two more Montanans.

A young Montanan joined the ranks of state pilots as sixteen-year-old Todd Burger of Helena flew solo in a Cessna 172 on October 30. His solo flight had originally been planned for his birthday on July 30, but a family vacation delayed it until October. His flight instructor was his dad, Rick Burger, a pilot for the Montana Department of State Lands.

Todd is a junior at Capital High School in Helena. While he enjoys flying and plans to go on for his license, skiing is his first choice of spare time entertainment right now. He is a member of Helena's Belmont Ski Team, spending many weekends practicing and skiing in state competition. He has

worked with his dad in a spray operation during summers. Although his future plans are not firm, he is considering an aviation career.

Taking his first flying lesson on July 20 and soloing in a Cessna 152 on October 7 was Clarence Keogh of Whitehall. What makes this a little unusual is that Clarence is 71 years old.

Clarence lived on a ranch all his life until he retired a few years ago. He reports that he has always had a fascination for airplanes; and so with some time on his hands and a push from a friend, he took his first lesson and was on his way.

Although the bumpiness often experienced in small planes bothered Clarence at first, he thinks that small planes are much more interesting to fly in than the commercial planes which are "like riding in buses."



Clarence Keogh takes the controls of the Cessna 152.



Todd Burger, Helena (left), is congratulated by his dad on the occasion of his first solo flight.



It isn't every solo pilot who has his shirttail clipped by such an expert, but Todd's was clipped by Dr. Reginald Goodwin, Helena physician and family friend.

A Flight Instructor's Credo

*Lord, he will walk in my image and as I have taught him,
Therefore, let me not make the small, careless mistakes, but help me to show him that the right way is the safe way, so he will fly again tomorrow.
If I may, Lord, pray a lot, scold a bit, cuss a mite, so he can fly safely all his life.*

(Courtesy of Mr. George Holey)

Van De Riet Scholarship Awarded

Mrs. Ruth Van De Riet has announced that Brenda Spivey of Helena has received the first annual Jack W. Van De Riet Memorial Flight Training Scholarship. The scholarship was established in memory of Jack Van De Riet who was active in aviation and promotion of aviation safety in Montana for many years.

The \$200 scholarship will provide flight instruction for Brenda at the FBO of her choice. She holds a private license and will use the scholarship in training for a commercial certificate.



Ruth Van De Riet presents a plaque to Brenda Spivey as winner of the first annual Jack W. Van De Riet Memorial Flight Training Scholarship.



Ruth Van De Riet holds the plaque to be hung in the Aeronautics Division office upon which will be engraved the name of each year's scholarship winner. Posing with Ruth are Fred Hasskamp, of the Montana Aeronautics Division, and Brenda Spivey, 1983 winner.

Brenda is currently a student at Eastern Montana College in Billings enrolled in business management and economics with a major in air transportation management. She plans to make aviation a career upon graduation.

The Van De Riet family has had a plaque designed upon which will be engraved the name of each year's scholarship recipient. This large plaque will hang in the Aeronautics Division office in Helena. A smaller plaque will be presented to each winner.



Chief Pilot Dennis Skovgaard (left) and Director of Flight Operations Dave Gans stand in front of the Big Sky Airlines Swearingen Metroliner they flew on the Helena-Butte inauguration flight.

COMMUTER SERVICES INAUGURATED

The establishment of service to Helena and Butte by Big Sky Airlines and to Butte by Cascade Airways was marked by inauguration ceremonies in both cities on January 9.

In Helena, Big Sky Airlines' first flight was met by Mayor Russell J. Ritter, Montana Aeronautics Division Administrator Michael D. Ferguson, and other local leaders. A commemorative plaque was presented to Mayor Ritter on behalf of the City of Helena by Dan Ritter, marketing manager of Big Sky Airlines.

Following these events in Helena, representatives of Big Sky Airlines re-boarded the flight for a stop in Butte where they were met by Butte-Silver Bow Chief Executive Don Peoples, members of the Airport Board, and other community leaders with similar ceremonies.

In Butte, a similar group of community leaders was on hand to welcome the inaugural flight of Cascade Airways later in the day.

Big Sky will fly two round trips from Billings to Butte and Helena per day with the exception of weekends when there will be only one round trip per day. At present, Cascade plans one round trip from Spokane to Butte per day with the possibility of additional flights being added.



Mayor Russ Ritter (left), of Helena, receives a commemorative plaque from Dan Ritter, marketing manager of Big Sky Airlines, on the occasion of Big Sky's inauguration of service into Helena.

HIGH ANXIETY



**By: Patty Mitchell, Supervisor
Aviation Safety and Compliance**

Fear and panic are terms reserved for the adventure novels that fill the shelves of the public libraries, certainly not words that are heard in the airport coffee shops and bars where pilots gather after a flight. Fear is not supposed to be felt in the cockpit at any time. It is certainly not a word used when teaching pilots.

Stress management is a much cleaner, more acceptable phrase in the vocabulary of the pilot. Certainly, one is supposed to experience a degree of stress in getting a pilot's certificate, but most assuredly not fear and never panic. Especially during instrument training, students are made to think that there is nothing out there that proficiency and knowledge cannot overcome.

The final authority for the safety of the flight rests with the pilot in command. The pilot is the flight; he gives it his identity and character. He or she is solely responsible for the safety of the aircraft and its passengers. Seldom does he approach this task as he would other activities. Flying holds a mystique by the life-and-death seriousness of simply being airborne.

The flying fraternity fosters a type of machoism and individuality for those who have transgressed and lived to tell. Hangar flying with tales of, "There I was....," help erase the anxiety and guilt arising from our own sense of shortcomings and failings.

The regulations governing the pilot qualifications for instrument flying require that the pilot know everything about the rules and is both current and proficient and that he makes no mistakes. Admitting to the controller that he is not competent to handle a situation would be admitting defeat.

How many instrument pilots would call the controlling agency to ask for help if uncertain about an approach or a Minimum Descent Altitude on the Airport Surveillance Approach? Many pilots who have felt uncertain flew on to what was the final approach because of the fear of asking for help.

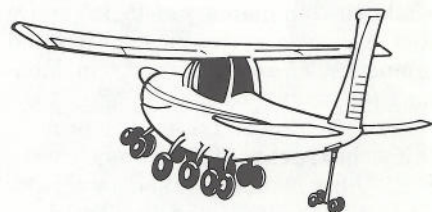
Flight instructors, particularly, feel a strong aversion to admission of uncertainty or ignorance. Perhaps we do not want to lose credibility with our students; so on we go, breeding more of this ignorance and uncertainty in our students. We may feel exonerated when we "pull something off" in spite of our ignorance.

Why is it that some pilots can handle the airplane very well under all sorts of stress producers while others lose control and seem to give up? The stress of weather, aircraft engine malfunctions, or instrument malfunctions try the reserves of all pilots, from the novice to the high-time professional. Uncertainty about what to do with the situation breeds anxiety which leads to fear and fear to absolute panic. Panic is always nonproductive and is the admission that the fear is totally out of control.

We want to keep fear and panic out of the cockpit, but we need to admit that it exists and, once confronted, be able to minimize and eliminate it so we can get on with the business of flying the airplane and arrive on the ground safely. Students probably would not continue in their flight training if they were specifically told that they are practicing to handle the most terrifying moment of their lives. But a major function of flight training, especially instrument training, should be preparation for just such an eventuality. Only through preparation and practice can come the proficiency to handle an emergency situation so that terror does not evolve into panic — with disastrous results.

Remember, you are the captain of your ship. Learn to deal with fear and

uncertainty and overcome decisions based on irrational thought. Especially if you are an instrument pilot, be proficient and competent. Take some lessons and never be too proud to ask for help. Fly as if your life depends on it — it does!



Famous Last Words . . .

"Just add a little to your airspeed and this airplane will carry the extra weight."

After receiving a weather briefing, "That weather doesn't sound too bad, I am going anyway."

"That looks like a weak thunderstorm."

"This airplane engine will run on car gas."

"I never bother to call a flight service station."

"It is almost impossible to get this airplane out of C.G."

"That is a real small fuel leak, it will be okay."

"It's probably just the gauge."

"We can get there if we lean it a little more."

"Just throw it in the back."

"I don't bother to use shoulder harnesses."

"Density altitude doesn't affect this bird."

"Keeper in ground effect and build up extra airspeed."

"I will get rid of this hangover with a few sniffs of oxygen."

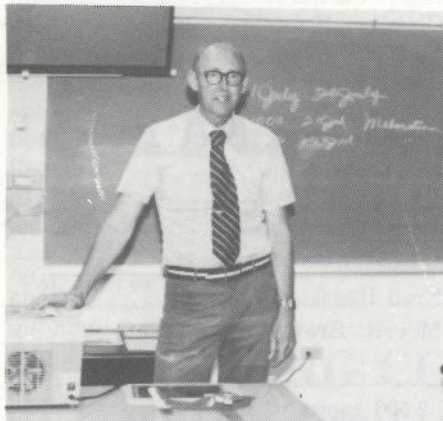
"That little bit of frost or ice won't affect this airplane."

"I have an important appointment, I just have to go."

Then when the accident is investigated, the pilot's friends always say, "But he was such a good pilot."

From Pirep
Nebraska Dept. of Aeronautics

HAND PROPPING — A DANGEROUS BUSINESS



**By: Fred Hasskamp, Chief
Safety and Education Bureau**

The question is: To hand prop or not? Only the pilot can decide. Standing in the cold with a plane that won't start is no fun, but most pilots are no longer taught the "art" of hand propping. Add a little complacency and forgetfulness to a potentially dangerous situation ... the results can be catastrophic!

Before deciding whether or not to hand prop, consider the following: Do the magnetos on this engine have impulse couplings? Have I been taught HOW to hand prop an aircraft SAFELY? Do I have a properly qualified person at the controls? Do I have to stand on a slippery surface while propping?

In the interest of safety, if your answer to any one of the above questions is "No" — don't attempt to hand prop. There are a number of propeller related accidents each year which result from the lack of pilot/passenger precaution.

A film entitled "Prop Strike" is available through the FAA Flight Standards District Office in Helena for viewing by local pilot groups. It is a 17 minute, 16 mm color film that we would highly recommend. The film must be requested and shown by your local Accident Prevention Counselor.

AOPA Petitions FCC for Rules Change

Pilot safety concerns prompted Aircraft Owners and Pilots Association (AOPA) to petition the Federal Communications Commission for a rule change which will recognize the Federal Aviation Administration as the final arbiter concerning questions of aviation safety.

At the heart of the request is the FCC's ability to reverse FAA determinations that proposed communications antenna constitute a hazard to air navigation, thus creating a serious threat to all air travelers. If favorably considered, the rule change would end automatic review of an FAA "hazard" determination by the communications agency.

Objectors to FAA's findings would have to take their complaint before a federal judicial review before the FCC's appeals process could proceed.

"We are familiar with the legal reasoning of the Commission that it has responsibility which cannot be dele-

gated to the FAA," explained AOPA President John L. Baker. "However, we believe all parties recognize the Federal Aviation Administration is entrusted by Congress to exercise the air safety functions of the government."

Current wording of the Communications Act permits the Commission, under appeal from a station, to reverse the FAA's determination that a proposed tower will constitute a hazard to airborne traffic. Favorable consideration of AOPA's petition would not eliminate that appeals process.

But before the complainant could appeal the FAA determination to the FCC, that party would have to pursue authority to contest the agency's ruling through a judicial review by the U.S. Court of Appeals.

The change would, however, prevent any lengthy and expensive court battles in an area where the two agencies both carry responsibility to protect the interests of their respective clienteles.

SURPLUS TRANSMITTERS AVAILABLE

**By: Dave Kneedler, Chief
Airport/Airways Bureau**

The Montana Aeronautics Commission installed its first non-directional radio beacon (H-Marker) in 1967 at the Shelby Airport. Since then we have continued to place additional stations around the state in strategic locations as funding permitted. Today, the Montana Aeronautics Division system is comprised of 24 H-Marker facilities, some of which are in need of replacement components. To this end, we have entered a phase of our nav aid program which calls for (again, as funding permits) systematic updating of obsolete transmitters and other hardware items.

As a result, we have on hand several old, but useable, H-Marker transmitters that could be made available to eligible airports. Interested persons should be aware, however, that a transmitter, although the heart of a station, is only one of numerous expenses and requirements in a total installation.

The H-Markers which are put in as a part of our system require: direct burial of 4,000 feet of bare copper wire, 120 volt AC underground electrical service, a 6-foot square shelter building erected on a concrete slab, three 70 foot Class II wood antenna poles (complete with hardware and fittings), nearly one thousand feet of hard drawn copper antenna wire, and miscellaneous other hardware and building materials. In addition, the Federal Aviation Administration and Federal Communications Commission have various operating and licensing rules which must be complied with.

We don't mean to discourage anyone who might be interested in obtaining one of these surplus transmitters — we simply feel that anyone who is interested should be aware of the scope of such a project. We would be more than happy to work with an airport in such an undertaking, and we suggest that Jerry Burrows of our office be contacted for further information.

FAA Issues Certificates

PRIVATE

Kayleen Ronning Miles City
 Greg Riggan Great Falls
 Perry Norskog Billings
 Donald Wagner Libby
 David Southworth Park City
 Philip Evanoff Bigfork
 David Guitard Billings
 Janice Pisano Kalispell
 David Robson Billings
 Robert Allen Whitefish
 Duane Capouch Billings
 Todd Catlin Bozeman
 Barbara Bouma Choteau

COMMERCIAL

Douglas Kaercher Havre

James Reid Bigfork
 (Helicopter)

David Southworth Park City

INSTRUMENT

David Southworth Park City

MULTI-ENGINE

Mark Nobles Billings

Dale Scholz Helena

Lawrence Warren Havre

Jay Bradley Billings

INSTRUCTOR

David Southworth Park City

Jackson Payer, Jr. Colstrip

Kenneth Kyle Billings

WINGS

Phase I

Alfred Luciano Eureka

Bill Brosz Great Falls

William Simons Kalispell

John Roesti Butte

Dean Whitesitt Stevensville

Randall Yaeger Helena

Charles Jarecki Polson

Daryl Parker Lincoln

Clarence Heberle Forsyth

Karl Heberle Forsyth

Raymond Heberle Forsyth

Laura Garritson Billings

Mark Clark Polson

Bill Potts Kalispell

George Tillitt Forsyth

Dennis Skattum Livingston

Phase II

Fred Hasskamp Helena

Merritt Brewer Roundup

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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